

**Testimony of Honorable Yvonne B. Burke  
President  
Southern California Association of Governments**

**Informational Hearing  
Senate Transportation and Housing Committee**

**Wednesday, October 18, 2006  
9:00 am - 12:00 noon  
Metropolitan Transportation Authority Headquarters  
Boardroom  
One Gateway Plaza, Third Floor  
Los Angeles, CA 90012**

**"REGIONAL PERSPECTIVE ON THE ROLE  
PROPOSITION 1B CAN PLAY TO MITIGATE  
CONGESTION AND IMPROVE THE FLOW OF GOODS  
AND PEOPLE IN SOUTHERN CALIFORNIA"**

**YOUR SPEAKING TIME SLOT: 9:30 AM**

Good morning distinguished members of the Senate Transportation and Housing Committee. I am Yvonne Burke, President of the Southern California Association of Governments. I am here today to speak with you on the critical transportation issues affecting our region, the strategies we have for addressing those issues, and the role Proposition 1B can play in helping us achieve our goals.

SCAG is the metropolitan planning agency for the Southern California region that includes Imperial, Los Angeles, Orange, San Bernardino, Riverside and Ventura counties. We are all aware of the enormous mobility challenges we face - now and into the future. But with Southern California growing at a faster pace than the rest of the state and the nation, our congestion will only worsen if we don't start making these critical transportation investments immediately.

Southern California's population has more than doubled since 1960, while our highway capacity has increased by less than 30%. If we look ahead to 2030, six million more residents will be trying to get on already congested freeways that will also be struggling to transport an additional 300% increase in container trade.

Without major investment, truck traffic will slow the region's transportation system to a crawl; our freight train network will reach its capacity by 2012; and air pollution caused by trucks, trains, ships and planes, will create even more serious health consequences than we are experiencing today.

The good news is that our long range Regional Transportation Plan, a \$213 billion plan that promotes smart growth strategies

to concentrate development along transportation corridors, presents a way to maintain and improve our quality of life.

The bad news is that the plan is currently projecting a funding gap of \$93 billion through the year 2030. A substantial portion of revenues for transit and highways are already committed to maintaining the existing system, leaving very little for new capacity projects.

We have not been sitting idly by waiting to improve our revenue forecast. SCAG has been a vocal advocate for the creation of public-private partnerships that can facilitate and implement user-fee supported goods movement projects. The Alameda Corridor project represents what can be achieved when the public and private sectors come together to invest in infrastructure, SCAG has worked to clear the way for federal

tax and credit incentives, and TIFIA loans for pre-construction. In addition SCAG has also proposed amendments for local Infrastructure Financing Districts for alternative assessments.

If Proposition 1B passes and this region receives its fair share, estimated to be a minimum of \$8 billion, we would have the down payment we need to jump-start critical new projects, provide environmental mitigation, and capitalize on our innovative financing strategies.

We ask for your support and serious consideration in addressing the needs of the nation's largest trade gateway and the health and well-being of its 18 million residents.

Thank you.